

Federal Aviation Administration - Fairbanks Flight Standards District Office
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AIRWORTHINESS NEWSLETTER

for Inspection Authorization Holders, A&Ps and Repairmen

Larry E. Dalrymple - Manager

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INTRODUCTION

August is here (where did the summer go?) and time for our fall newsletter. We hope you, the maintenance professionals, find this publication informative, interesting, and helpful as you go about your vital tasks. Your ideas and inputs are vital to the success of this newsletter and we are eager to hear from you.

It's not too early for the IAs to start thinking about renewal. Remember that you must renew in the month of March each year. Many of the FAA maintenance safety meetings count as renewal training. Contact the FSDO Safety Team at (907) 457-9260 for verification of attendance and to determine which meetings are good for credit. We are in the final planning stages for our meetings for the upcoming season and hope to provide programs that will be both informative and interesting. Meeting subjects and schedules will be mailed to you well in advance so you may make your plans for attendance.

INSPECTORS

There have been some changes to the list of Airworthiness and Avionics inspectors. You will note that Ed Bentley's name is missing from the list. Ed had some serious medical problems and moved to Arizona for treatment. We all miss Ed and wish him the best. At last report his treatment is going well

and he is in good spirits. Ed's departure made it necessary to move Greg Hibdon into the vacant Avionics slot. George Earp has moved into the A/W SPM position on a part time basis. Greg did an excellent job as Safety Program Manager and George is going to have some big shoes to fill.

Fairbanks Airworthiness Inspectors:

James H. Tupper - Supervisor
George W. Earp
John Q. Gamble
Caleb A. Glick
Gregory D. Hibdon
Harley A. Holt
Eric L. Jones
Hugh A. Keith
Steve Ketzer, Jr.
Cary J. Meier
Kenneth C. Thomas
Daniel H. Walsh

You may contact them by phone at (907) 474-0276, or by email using the following format: first name . middle initial . last name@faa.gov
No spaces, no caps. If you have questions or a problem give them a call. They are here to help you!

Filing & Registering Mechanic Liens in Alaska Information Via AFS-750

* This article was provided by Steve Ketzer. Hopefully you won't need to

use the information, but we never know.

Generally, aircraft owners have their favorite mechanic or shop. Maintenance is scheduled; quality work is performed; and the bill is paid. Sometimes, for whatever reason, the mechanic does the work, but the aircraft owner doesn't pay up. The mechanic isn't happy. He calls the local FSDO and wants to know how to register a lien, and while we head him in the right direction, it's really not our job. In fact, I talked to one of our FAA attorneys about this article and he said, with a pronounced southern drawl, "That's all fine, but remind them if they have any questions about substantive rights to file a lien or procedural requirements of Alaska state law, they should seek competent legal advice from a professional practitioner." I knew that. But in a nutshell, folks here's what it is and how it works.

A mechanic's lien is a non-consensual lien, a claim for expended labor, skill and material. It must be filed in accordance with Alaska Statute 34.35.185 through the state, office of the recorder, then AFS-750 (Aircraft Registry in Oklahoma City) will record and hold the actual document. The lien must be filed before the aircraft is released or delivered. To have a lien recorded, the mechanic must send the notarized lien notice (a statement in

letter form) to AFS-750 that contains the following information:

- a. A statement that he or she is filing in accordance with Alaska State Law, Article 4, Section 34.35.185.
- b. Give the name of the registered owner of the aircraft.
- c. Describe the aircraft and give registration number, make, model and serial number.
- d. Give the amount of the claim for the work performed.
- e. Give the date the last services were performed.
- f. Give your title, e.g., A&P mechanic, Owner, Snowbird Maintenance and Repair.
- g. Sign the letter in ink.
- h. Send the letter to:

FAA Aircraft Registry
Dept. of Transportation
P O Box 25504
Oklahoma City, OK 73125

The lien will be put on microfiche and become part of the aircraft's permanent record. AFS-750 will notify the registered owner by mail that a lien has been placed on his aircraft. Additionally, AFS-750 will send AC Form 8050-41 to the lien claimant, the mechanic. AC Form 8050-41 is a two part form. The top portion is completed by AFS-750 and serves as acknowledgment that the lien has been received and recorded. To remove the lien, the mechanic completes and returns the bottom portion to AFS-750. That's

about it, but again, read the state law, and if you have any questions, seek professional help.

TEST YOURSELF

Here are a few questions to keep you occupied while waiting for the birds to come home to roost. They are provided by Cary Meier and Steve Ketzer. The answers are provided at the bottom of the page. Don't cheat! Look them up first!

1. When is the annual inspection due on an aircraft that has been removed from a progressive inspection program?
2. After the installation of an altitude encoder in an aircraft that will be operated IFR, what additional inspections to the alteration must be performed prior to the aircraft being approved for return-to-service?
3. Who has the authority to inspect a mechanics certificate?
4. Can an IA employed by a certificated repair station, approve for return-to-service a major alteration performed on a Part 121 Aircraft for which the repair station is not rated?

NPRM PART 66 UPDATE

The FAA has **withdrawn** its NPRM that proposed to amend the certification and training requirements for mechanics and repairmen. Over 1,500 comments were received during the comment period, with an

overwhelming majority opposed to the proposal.

We would like to thank Don Brown from the Minneapolis Flight Standards District Office, for his presentation last December about the comment period and how to file an official comment.

SUBJECTS FOR UPCOMING AW SAFETY MEETINGS

These are not set in stone yet, but we are hopeful and optimistic.

- ELTs
- RGB Batteries
- Hartzell Propellers
- Hazmats
- Aging Aircraft
- Maintenance Related Factors in Accidents
- NDI

If there is a particular topic you would like to see highlighted at a safety meeting, all you need to do is contact the Safety Program Team: Jim Porter, George Earp, or Annette Robinson at (907)457-9260, and they will see what magic they can weave to make your meeting idea a reality. Also, if you have any questions about the safety program, contact one of them.

**Till next time-
- KEEP 'EM FLYING**

TEST ANSWERS